

OWN DEBT IS MUCH REDUCED

Field Is \$177,402 Better
To-day Than It Was
Three Years Ago.

MATTERS IN COUNCIL

Financial condition of Bloomfield, condition of a proper collection of taxes, proposed crosstown trolley to the south, and the matter of a new town hall and freight station on the Lehigh and Hudson River Railroad were the subjects of general attention brought before the Bloomfield Town Council at its regular meeting last night.

Comptroller Condon of the Finance Committee presented an interesting report on the financial condition of the town which showed it to be in fairer shape than at any time since it was incorporated, the severest strain it was said, set in 1890, of which \$22,000 was for interest on taxes and \$4,000 for an outlet. Of this amount \$17,300 it was reported has been paid in the schools, the debt on March 1, 1900, was \$158,000, and the bonds and sinking fund amount to \$6,000 leaving a balance of \$159,000. Against this the town has school properties worth more than \$100,000. The floating debt is \$10,000. There are street improvements due to the amount of \$3,000 which, however, are not payable until June 1, 1910. The total obligations of the town are \$253,564, a decrease in three years of \$10,000.

Valuations increased.

The report showed further that the highest point of indebtedness was reached just before the town was incorporated when the assessed valuation was \$1,500,000. Since then there has been a steady reduction in the debt and an increase in valuation which is now \$2,000,000. The floating indebtedness including the special Board of Health note of \$5,000 is over \$6,000, most of which is drawing interest at the rate of seven per cent, while only four per cent is paid by the town for borrowed money.

In conclusion, the report said that the last bonds issued sold for 100,000 which was generally considered a high rate.

Comptroller Moore of the Legal and Franchise Committee brought the application of the Lehigh and Hudson River for a franchise to the south to the attention of the town. It was not passed by the board of directors, however, and the town's people of the community tried hard to have the franchise advanced until it was after a long discussion had over at the next meeting to enable the committee to examine the measure in more detail before it finally voted upon.

Mr. Moore declared that the members of the council had met with Mr. Eppley, and considerable progress had been made in every probability toward an agreement acceptable to the council had been reached. Two of the councilmen, he said, were not present at the conference and had brought the action to be taken before the committee. He therefore recommended that a committee be formed until the next meeting when it could be properly considered.

Mr. Moore said in reply that an agreement had been entered into to open the franchise as soon as the corporation taking it to the proposed amount and depositing it.

The matter has become very ticklish and Mr. Eppley said it would be necessary to have the documents in shape to night so that the committee could consider it and pass the ordinance to open the franchise as soon as possible.

Road Improvements.

Thomas J. Weller, a former councilman and now a member of the Board of Trade, got a communication from James Peterson in effect that he had written to the town to advise it of the fact known as "Tucker's Law," which relates to improvements in roads in relation to improvements in the community's passenger and freight station in Bloomfield. Mr. Weller said he had written that he was going to meet with the officers of Bloomfield at a time and endeavor to arrange a contract with them on a reasonable basis for the elimination of grade crossings and for the construction of a passenger station.

About two years ago, Mr. Peterson wrote a letter to the town of Bloomfield a plan providing for the elimination of grade crossings and received a reply, and the matter dropped.

On May 1, 1900, he was engaged in drawing a contract for this work. Mr. Peterson said he would expect the town to bear a proportion of the cost of the work. It would be impossible, he said, with the other pressing matters, to discuss this question until after the first of the year, at which time, if it is desired, the company can present its plan of work.

Comptroller Moore suggested that the town be seen in order to learn what could be done in the matter. This was agreed to and the question was left with the Legal and Franchise Committee.

Garbage Question.

It was brought up the matter of the collection of garbage. He said he had numerous complaints by the public that it was not being done, and that the system was not efficient. He suggested that a committee be appointed to report on the present system upon the advisability and cost of maintaining a public scavenger service.

Comptroller Peterson appointed Messrs. Condon and Condon as the special committee.

John Harrison of the Water Department reported the extension of the water contract to April 1, and said soon to make a definite contract.

On the subject of constructing a sewer in Charles Street, he said also for grading Delaware Avenue, he was suspended and referred for tabulation.

Police Collins reported thirteen arrests during December. Fifty dollars was paid for police fines and \$25 for health fines. The bad condition of the roadway at Broad Street and Avenue was referred to the commissioners.

Local children of Canton who could not be kept from letting fall their

chins.

Our country is united to-day in ad-

Kinley's portrait

London bus dri-

their windows and houses will probably reach home in

Clinton Street, Bloomfield.—Add.

"The Star-Spangled Banner," "Star Spangled

and "Dixie."

